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CENTRAL INTELLIGENCE AGENCY  
INFORMATION REPORT

25X1A

COUNTRY Poland

SUBJECT Port Security and Facilities

25X1A

PLACE ACQUIRED (BY SOURCE)

DATE ACQUIRED (BY SOURCE)

DATE (OF INFO.)

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RESPONSIVE TO	
1	2
CD NO.	
OO/C NO.	
ORR NO.	
DAS NO.	
OCI NO.	

DATE DISTR. 14 Jun 1954

NO. OF PAGES 1

NO. OF ENCLS.

SUPP. TO  
REPORT NO.

SOURCE Officer of an Italian merchant ship.

Source's ship arrived at Gdynia 24 Nov 53 to load a cargo of coal for Genoa. His ship left Gdynia 29 Nov 53. References are made to H O Chart #4928 and NIS, Figure 35-20, "Port Plan of Gdynia".

The Office of Naval Intelligence, 5ND, in Report No. 23-C-54, furnished the following information to CIA for IAC dissemination in accordance with paragraph 3c of NSCID #7.7

1. My ship left Hamburg 22 Nov 53 in ballast for Gdynia to pick up a cargo of coal. About one thousand yards off the south end of the Eastern Breakwater by Buoy "KP-2" a pilot boarded my ship and took it in on a course of about 000°, staying 300 yards to the seaward side of the breakwater. The pilot took my ship into the Gdynia harbor at the entrance in the North Breakwater and proceeded to its first berth at the Military Basin #1. Upon arrival my ship had a draft of 16 feet and upon departure a maximum draft of 28 feet. The pilot who came aboard the ship alone was Polish, did not converse with anyone on the ship, and I would describe him as competent. As soon as my ship docked it was given a two-hour, not too thorough search, but upon departure the activity was more thorough with a larger complement of men. When a member of the crew went ashore he had to surrender his seaman's book to the guard who carefully scrutinized the seaman and gave the latter a pass. The exact opposite procedure was followed when the seaman returned to my ship.
2. My ship was first docked at the south side of the Southern Breakwater (Running NW-SE) forming part of Military Basin #1 but since the conveyor belt was unable to reach #5 hold, it was necessary to shift the stern in toward the dock in order to load that hold. Four thousand tons of coal were loaded by conveyor belt into #3 and #4 holds, while only small amounts were put in holds #2 and #5. A total of 9960.5 metric tons of coal were loaded at Gdynia for Genoa. I did not see the method used in bringing the coal to the dock, although I did see some railroad cars in the vicinity. My ship was moved to the Swedish Quay with the assistance of a tug on the morning of 27 Nov 53 where the loading was completed. The coal was brought on to the Swedish Quay by wagon and loaded aboard by cranes equipped with "clamshells". I saw no floating cranes or other loading facilities. I did see a searchlight mounted on a small signalling tower situated on the Belgian Quay.

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